

# **RESPONSES TO COMMENTS AND FINAL ERRATA TO THE PARKSIDE AT BAKER RANCH RESIDENTIAL PROJECT DRAFT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION**

## **PREPARED FOR:**

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# Chapter 1

## Introduction and Overview

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### Overview

The City of Lake Forest (City), as the lead agency under the California Environmental Quality Act (CEQA), prepared an initial study (IS) and mitigated negative declaration (MND) to evaluate the potential environmental effects associated with the proposed Parkside at Baker Ranch Residential Project (project), located on an approximately 30-acre site in the City of Lake Forest, Orange County, California. The draft IS/MND and the Notice of Intent to Adopt the IS/MND were circulated to public agencies and interested parties on September 9, 2014 for a 30-day public review period that ended on October 9, 2014. Six comment letters were received during the public review and one was received after the public review. All are addressed in Chapter 3 of this final IS/MND.

Revisions to the draft IS/MND as a result of the comments received are included within this document and effectively update the descriptions and analysis provided in the draft MND. Therefore, this errata, when considered in combination with the draft IS/MND, serves as the final IS/MND and should be used in combination with the draft IS/MND when considering the environmental effects associated with the proposed project.

Furthermore, all revisions contained within this errata merely clarify, amplify, or make insignificant modifications to the draft IS/MND. None of the comments raised affect the conclusions or determinations contained within the draft IS/MND that was circulated to the public.



## Chapter 2

# Revisions to the Draft Initial Study/ Mitigated Negative Declaration

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Modifications to the draft IS/MND that have resulted from comments received during the 30-day public review or that are required for purposes of clarifying or amplifying information provided in the draft IS/MND are included in this section. Additions to the draft IS/MND are indicated as underlined text, and deletions are indicated as ~~strikeout~~ text. These modifications do not alter the conclusions of the environmental analysis and do not constitute “substantial revisions” within the meaning of CEQA Guidelines Section 15073.5. The modifications are indicated with the page number from the draft IS/MND that includes the text they would replace. This chapter is intended to be used in conjunction with the draft IS/MND.

## Page 3-97, Mitigation Measure MM NOI-1

**MM NOI-1.** Noise barriers with a minimum surface density of 3.5 pounds per square foot (compatible materials include, but are not limited to, ¾-inch plywood, ¼-inch tempered glass, ¼-inch laminated glass, ¼-inch Plexiglas, or masonry) will be constructed at the following locations:

- Adjacent to Portola Parkway all homes on pads with elevations within 20 feet of the adjacent roadway elevation will have noise barriers with a minimum height of 5 feet constructed around the perimeter of the first floor outdoor living areas. Minimum 5-foot-high noise barriers will also be constructed around all balconies (if any) at second floor or above for any multifamily residences adjacent to Portola Parkway.
- Adjacent to Rancho Parkway all homes on pads with elevations within 4 feet of the adjacent roadway elevation will have noise barriers with a minimum height of 5 feet constructed around the perimeter of the first floor outdoor living areas. Minimum 5-foot-high noise barriers will also be constructed around all balconies (if any) at second floor or above for any multifamily residences adjacent to Rancho Parkway. A noise barrier constructed along the project boundary adjacent to Rancho Parkway with a minimum height of 5 feet could replace the above recommended noise barriers for first floor outdoor living areas.
- Adjacent to SR-241, a noise barrier will be constructed along the property line ~~adjacent~~ closest to the roadway. The minimum height of this noise barrier will be 10 feet high adjacent to all residences on pads with elevations within 10 feet of the adjacent roadway elevation; 8 feet high adjacent to all residences on pads with elevations between 10 and 15 feet below the adjacent roadway elevation; and 6 feet high adjacent to all residences on pads with elevations between 15 and 20 feet below the adjacent roadway elevation.

## Page 3-116, Mitigation Measure MM TR-1

**MM TR-1.** Prior to initiating construction, the City project applicant will prepare a construction traffic management plan in accordance with Caltrans's Manual of Traffic Controls for Construction and Maintenance Work Zones and to be approved by the City Engineer. The traffic management plan will include, but will not be limited to:

- a street and site layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage.
- a tentative start date and construction duration period for each phase of construction.
- the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction.
- provisions for maintaining access for emergency vehicles at all times.
- requirements for contractors to avoid intersections currently operating at congested conditions, either by choosing routes that avoid these locations or by receiving deliveries during nonpeak times of day.
- provision of traffic controls within the site that may include flag persons wearing Occupational Safety and Health Administration–approved vests and using a “Stop/Slow” paddle to warn motorists of construction activity.
- standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area.

## Page 3-122, First Paragraph

Irvine Ranch Water District (IRWD) is the potable water and non-potable water service provider for the project site. IRWD is a member agency of the Municipal Water District of Orange County (MWDOC), wholesale importer, and member agency of the Metropolitan Water District of Southern California (MWD). As such, MWDOC is entitled to receive water from the available sources of MWD and IRWD receives supplies through MWDOC. Groundwater is an additional source of water for IRWD and is anticipated to increase in the future. In addition, recycled water currently meets a large portion of the landscape irrigation demands within IRWD's service area (Irvine Ranch Water District 2011). Table 3-31 shows past and projected data on water use within IRWD from 2010 to 2035. Table 3-32 shows IRWD's diversity of current and project water supply capacities.

## Page 3-123, Third Paragraph

IRWD is the wastewater service provider for the project site. Wastewater generated in the City of Lake Forest is conveyed and treated by Los Alisos Water Reclamation Plant (LAWRP). Treatment at LAWRP is composed of a pond system for biological treatment followed by a conventional treatment process consisting of rapid mix, flocculation, sedimentation, and filtration. Tertiary treated reclaimed water produced at the plant is disinfected with chlorine, and meets Title 22 requirements (City of Lake Forest 2008).

## Page 3-123, Fourth Paragraph

Effluent that is not reclaimed to meet irrigation demands is sent to the South Orange County Water Agency outfall for ocean disposal. This water receives secondary treatment only. Currently, IRWD owns a 7.5 million gallons per day (mgd) capacity in this outfall and receives an average of 5.5 mgd for treatment. Discharge only occurs as a result of low winter demand (City of Lake Forest 2008).

## Page 3-126, Third Paragraph

LAWRP receives an average of 5.5 mgd, or 22,007 million gallons per year (mgy), and has a capacity of 7.5 mgd or 2,737.5 mgy (Irvine Ranch Water District 2014a, 2014b). According to IRWD's March 2014 Conditional Will Serve Letter (Appendix J), IRWD would be able to provide sewer service to the proposed project conditioned upon the developer providing for the construction of additional sewer trunk lines and local sewer collection facilities, as may be identified in a future Sub Area Master Plan update, and the developer installing the necessary in-tract sewer mains. Therefore, because adequate capacity exists at LAWRP to accommodate the demand of the proposed project and IRWD has issued a conditional will serve letter, implementation of the proposed project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities which would cause significant environmental effects. Impacts would be less than significant.

## Page 3-127, Item "d"

**Less-than-Significant Impact.** Please see XVII.b. The proposed project would involve the construction of up to 250 single- and multi-family residential units, which would increase water use on site by 26.56 mgy. Therefore, the proposed project would generate an increased demand for water supplies at the project site.

On January 24, 2005, IRWD's board approved a Water Supply Assessment (WSA) for the Opportunities Study Program Environmental Impact Report (PEIR), which considered the proposed Baker Ranch project land uses. The proposed Baker Ranch project was then approximately 46 acres, known as "Site 4" in the PEIR, which included a proposed 475 residential units, 150,000 sf of commercial, and 4 acres of park land with a total water demand of 65.82 mgd. Compared to the proposed project, this would amount to 225 more residential units, 150,000 sf more of commercial space, and 3.5 acres more of park land, and a net demand increase over the proposed project in the amount of 39.26 mgd. As stated in the WSA, IRWD concluded that IRWD is able to provide adequate water supplies to the Opportunities Study area, including Site 4. As the proposed project would require significantly less water than the approved WSA allocated for Site 4, sufficient water is available for the proposed project.

In addition~~As discussed above~~, IRWD anticipates being able to meet projected water supply demands through 2035 and has taken an integrated approach to developing a diversity of supply sources to achieve a reliable and economical water supply system operation. Additionally, according to IRWD's March 2014 Conditional Will Serve Letter (Appendix J), IRWD ~~would have adequate~~ would provide domestic water supplies to ~~furnish~~ the proposed project

subject to the developer providing for construction of additional water supply and transmission mains as may be identified in a future Sub Area Master Plan Update, and the developer installing the necessary in-tract distribution main. Therefore, because future water supply demands are projected to be adequately to accommodated the proposed project and ~~IRWD has issued a conditional will serve letter~~, implementation of the proposed project would not result in significant environmental effects due to expanded entitlements. Impacts would be less than significant.

## Chapter 3

# Comments Received on the Draft IS/MND and Responses to Comments

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The comment letters received are included as Letters A–G. Table 1 lists the interested parties that submitted letters during the public review period and their order of appearance. The responses to each comment letter follow the letter to which they respond.

**Table 1. Comments Received during Public Review**

Commenter	Dated	Letter Order
<b>Agencies</b>		
California Department of Transportation, District 12	October 9, 2014	A
Irvine Ranch Water District	October 9, 2014	B
San Joaquin Hills Transportation Corridor Agency	October 9, 2014	C
Orange County Public Works	October 8, 2014	D
Orange County Fire Authority (received after the comment period closed)	October 28, 2014	E
<b>Cities</b>		
City of Irvine	September 23, 2014	F
City of Rancho Santa Margarita	September 22, 2014	G
<b>General Public</b>		
None Received	None	

# Comment Letter A: California Department of Transportation, District 12 (October 9, 2014)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

## DEPARTMENT OF TRANSPORTATION

Comment Letter A



DISTRICT 12  
3347 MICHELSON DRIVE, SUITE 100  
IRVINE, CA 92612-8894  
PHONE (949) 724-2086  
FAX (949) 724-2592  
TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)

Serious drought.  
Help save water!

October 9, 2014

Ms. Carrie Tai, AICP  
City of Lake Forest Development Services Department  
25550 Commercentre Drive, Suite 100  
Lake Forest, CA 92630

File: IGR/CEQA  
SCH#: 2014091021  
Log #: 4042  
SR-241 PM 21.8

Dear Ms. Tai:

A-1

**The California Department of Transportation (Caltrans)** appreciates the opportunity to review and comment on **Draft Mitigated Negative Declaration (DMND) for the Parkside at Baker Ranch Project** (SCH #2014091021). The proposed project involves **closure and reclamation of the existing surface mine**, and the **construction of up to 250 single and multi-family attached and detached residential units** on the approximately 30-acre project site. The project site is currently leased to approximately 81 tenants who use the property as a staging area for construction and landscaping businesses, or for the storage of vehicles, equipment and materials, and container plants and sales. Development of the proposed project would require the following approvals from the City: (1) Amendment to the City of Lake Forest General Plan; (2) Amendment to Baker Ranch Planned Community; (3) Approval of a Tentative Tract Map; and (4) Development Agreement. **Caltrans is a commenting and responsible agency** on this project. Caltrans has the following comments:

A-2

Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

A-3

A Traffic Control Plan or construction traffic impact study is required prior to construction. The plans shall be prepared in accordance with Caltrans's *Manual of Traffic Controls for Construction and Maintenance Work Zones*. Traffic restrictions and pedestrian / bicycle detours may also need to be addressed. All work proposed within the State R/W requires lane and shoulder closure charts. All roadway features (e.g., signs, pavement delineation, roadway surface, etc.) within the State R/W must be protected, maintained in a temporary condition, and/or restored.

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

Ms. Carrie Tai  
October 9, 2014  
Page 2

A-4 | If you have any questions, please do not hesitate to call Leila Ibrahim at (949) 756-7827.

Sincerely,



MAUREEN EL HARAQUE  
Branch Chief, Regional-Community-Transit Planning  
District 12

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

## Response to Comment Letter A

### Response to A-1

The comment summarizes the proposed project and states that the California Department of Transportation (Caltrans) is a commenting and responsible agency on this project.

The City appreciates that Caltrans has taken the time to comment on the IS/MND for the proposed project. Caltrans's comments have been noted for the record and provided to the decision maker. In addition, the City acknowledges that Caltrans is a commenting and responsible agency and has stated in the IS/MND that approval of an encroachment permit would be required by Caltrans for any activities that would take place within the Caltrans right-of-way.

### Response to A-2

The comment states that any work performed within the Caltrans right-of-way will require an encroachment permit.

The City acknowledges, and has stated in the IS/MND, that approval of an encroachment permit would be required by Caltrans for any activities that would take place within the Caltrans right-of-way.

### Response to A-3

The comment states that a Traffic Control Plan is required for the proposed project and should be prepared in accordance with Caltrans's Manual of Traffic Controls for Construction and Maintenance Work Zones. The comment also states that pedestrian/bicycle detours should be addressed as necessary, that all work proposed within the state right-of-way would require lane and shoulder closure charts, and that all roadway features within the state right-of-way must be protected, maintained, and/or restored.

The IS/MND has included Mitigation Measure MM TR-1, which requires the preparation of a traffic management plan that would include a street and site layout showing detour routes and signage. However, to fully address Caltrans's comment, Mitigation Measure MM TR-1 is revised as follows:

**MM TR-1.** Prior to initiating construction, the City will prepare a construction traffic management plan in accordance with Caltrans's Manual of Traffic Controls for Construction and Maintenance Work Zones and to be approved by the City Engineer. The traffic management plan will include, but will not be limited to:

- a street and site layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage.
- a tentative start date and construction duration period for each phase of construction.
- the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction.
- provisions for maintaining access for emergency vehicles at all times.
- requirements for contractors to avoid intersections currently operating at congested conditions, either by choosing routes that avoid these locations or by receiving deliveries during nonpeak times of day.

- provision of traffic controls within the site that may include flag persons wearing Occupational Safety and Health Administration–approved vests and using a “Stop/Slow” paddle to warn motorists of construction activity.
- standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area.

## Response to A-4

The comment states contact information for further information or questions.

The comment has been noted, and the City appreciates Caltrans’s interest in the project and expertise in transportation issues. The City looks forward to working with Caltrans as a responsible agency on the project’s future permitting requirements.

## Comment Letter B: Irvine Ranch Water District (October 9, 2014)

Comment Letter B



### IRVINE RANCH WATER DISTRICT

15600 Sand Canyon Ave., P.O. Box 57000, Irvine, CA 92619-7000 (949) 453-5300

October 9, 2014

Ms. Carrie Tai, AICP  
City of Lake Forest  
Development Services Department  
25550 Commercentre Drive, Suite 100  
Lake Forest, CA 92630

Re: Notice of Intent/Mitigated Negative Declaration for Parkside at Baker Ranch Residential

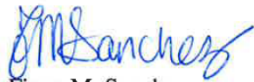
Dear Ms. Tai:

- B-1 | Irvine Ranch Water District (IRWD) has received the City of Lake Forest's Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the Parkside at Baker Ranch Residential Project. IRWD has completed its review of the Initial Study (IS)/MND and offers the following comments.
- B-2 | The IS/MND should identify IRWD as the potable water, non-potable water and wastewater service provider. This is not specifically mentioned on page 3-122.
- B-3 | An addendum to the Lake Forest Sub Area Master Plan (SAMP) will need to be prepared prior to approval of plans at IRWD. Currently the Lake Forest SAMP lists the proposed site as Commercial. The SAMP addendum shall address any impacts to the potable, non-potable and sewer systems associated with the proposed Parkside at Baker Ranch Residential Project. Please contact Mike Hoolihan (949-453-5553) or Eric Akiyoshi (949-453-5552) to discuss processing an addendum to the Lake Forest SAMP.
- B-4 | On January 24, 2005, IRWD's Board approved a Water Supply Assessment (WSA) for the Opportunities Study Program Environmental Impact Report (PEIR) which considered the proposed Baker Ranch project land uses. The proposed Baker Ranch project was "Site 4" in the Opportunities Study PEIR. As stated in the WSA, IRWD concluded that IRWD is able to provide adequate water supplies to the Opportunities Study area, which includes the proposed project. Tables 3-31 and 3-32 found on pages 3-122 and 3-123 of the IS/MND appear to be taken from IRWD's 2010 Urban Water Management Plan (UWMP). The text following these tables on page 3-123 is unclear and appears to compare IRWD's total water demands to potable supplies. The IS/MND should rely on and include the WSA that was approved for the Opportunities Study and should not incorporate or reference the UWMP tables. It is also anticipated that the proposed project could utilize recycled water for non-potable uses, such as irrigation and other uses consistent with State law and other regulations. Construction of recycled water system facilities would be addressed in the SAMP addendum.

Carrie Tai, City of Lake Forest  
October 9, 2014  
Page 2

- B-5 Under the Wastewater section on page 3-123, the IS/MND should be corrected to state, "IRWD....receives an average of 5.5 mgd for treatment." Also on page 3-126, the IS/MND should be corrected to state, "LAWRP receives an average of 5.5 mgd..." As stated above, the SAMP will need to be updated to include impacts to IRWD's wastewater system associated with the proposed project.
- B-6 Pages 3-125-127 and Appendix J of the draft IS/MND reference IRWD's Conditional Will Serve letter dated March 5, 2014. The purpose of the Conditional Will Serve letter is to outline the conditions of water and sewer service to a particular parcel or project, and as stated, it does not constitute a water supply assessment or verification therefore does not comply with the California Environmental Quality Act (CEQA). The IS/MND should rely on and include the approved WSA for the Opportunities Study which considers the proposed project for the determination of water supply sufficiency. Please contact Kellie Welch at (949) 453-5604 to discuss the Water Supply Assessment or UWMP.
- B-7 IRWD appreciates the opportunity to review and comment on the draft IS/MND for the Parkside at Baker Ranch Residential Project. If you have any questions or require additional information, please contact Jo Ann Corey, Engineering Technician III at (949) 453-5326.

Sincerely,



Fiona M. Sanchez  
Director of Water Resources

cc: Mike Hoolihan, IRWD  
Eric Akiyoshi, IRWD  
Kellie Welch, IRWD  
Jo Ann Corey, IRWD

## Response to Comment Letter B

### Response to B-1

The comment states the Irvine Ranch Water District (IRWD) has received and reviewed the IS/MND for the proposed project.

The City appreciates that IRWD has taken the time to comment on the IS/MND for the proposed project. IRWD's comments have been noted for the record and provided to the decision maker.

### Response to B-2

The comment requests that IRWD be mentioned as the potable water, non-potable water, and wastewater service provider.

In response to this comment, the IS/MND has been revised as follows:

#### **Page 3-122, Water**

Irvine Ranch Water District (IRWD) is the potable water and non-potable water service provider for the project site. IRWD is a member agency of the Municipal Water District of Orange County (MWDOC), wholesale importer, and member agency of the Metropolitan Water District of Southern California (MWD). As such, MWDOC is entitled to receive water from the available sources of MWD and IRWD receives supplies through MWDOC. Groundwater is an additional source of water for IRWD and is anticipated to increase in the future. In addition, recycled water currently meets a large portion of the landscape irrigation demands within IRWD's service area (Irvine Ranch Water District 2011). Table 3-31 shows past and projected data on water use within IRWD from 2010 to 2035. Table 3-32 shows IRWD's diversity of current and project water supply capacities.

#### **Page 3-123, Wastewater**

IRWD is the wastewater service provider for the project site. Wastewater generated in the City of Lake Forest is conveyed and treated by Los Alisos Water Reclamation Plant (LAWRP). Treatment at LAWRP is composed of a pond system for biological treatment followed by a conventional treatment process consisting of rapid mix, flocculation, sedimentation, and filtration. Tertiary treated reclaimed water produced at the plant is disinfected with chlorine, and meets Title 22 requirements (City of Lake Forest 2008).

### Response to B-3

The comment states that an addendum to the Lake Forest Sub Area Master Plan (SAMP) will need to be prepared and approved by IRWD. The SAMP addendum will need to address any impacts to the potable, non-potable, and sewer systems associated with the proposed project. The comment also includes contact information to discuss processing of the addendum.

The City acknowledges this requirement and has informed the project applicant that an addendum to the Lake Forest SAMP will be required before potable, non-potable, and sewer services will be provided to the proposed project.

## Response to B-4

The comment states that IRWD's board approved a Water Supply Assessment (WSA) for the Opportunities Study Program Environmental Impact Report, which considered development of residential and commercial uses at the project site. IRWD requests the IS/MND reference the WSA, which concluded that IRWD is able to provide adequate water supplies to the Opportunities Study area, which includes the proposed project.

The IS/MND has been updated with a discussion of the approved WSA. Please see the edits to the IS/MND in response to B-6.

## Response to B-5

The comment states the IS/MND should be corrected to state that IRWD receives an average of 5.5 mgd for treatment and that the LAWRP receives an average of 5.5 mgd.

In response to these comments, the IS/MND has been revised as follows:

### Page 3-123, Wastewater

Effluent that is not reclaimed to meet irrigation demands is sent to the South Orange County Water Agency outfall for ocean disposal. This water receives secondary treatment only. Currently, IRWD owns a 7.5 million gallons per day (mgd) capacity in this outfall and receives an average of ~~5~~5.5 mgd for treatment. Discharge only occurs as a result of low winter demand (City of Lake Forest 2008).

### Page 3-126, Third Paragraph

LAWRP receives an average of ~~5~~5.5 mgd, or 22,007 million gallons per year (mgy), and has a capacity of 7.5 mgd or 2,737.5 mgy (Irvine Ranch Water District 2014a, 2014b). According to IRWD's March 2014 Conditional Will Serve Letter (Appendix J), IRWD would be able to provide sewer service to the proposed project conditioned upon the developer providing for the construction of additional sewer trunk lines and local sewer collection facilities, as may be identified in a future Sub Area Master Plan update, and the developer installing the necessary in-tract sewer mains. Therefore, because adequate capacity exists at LAWRP to accommodate the demand of the proposed project and IRWD has issued a conditional will serve letter, implementation of the proposed project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities which would cause significant environmental effects. Impacts would be less than significant.

## Response to B-6

The comment clarifies that the Conditional Will Serve letter included in Appendix J of the IS/MND is to outline the conditions of water and sewer service to a particular parcel or project and does not constitute a water supply assessment or verification. The comment also states the IS/MND should rely on and include the approved WSA for the Opportunities Study Program Environmental Impact Report, which considered the proposed project for the determination of water supply sufficiency.

In response to these comments, the IS/MND has been revised as follows:

**Page 3-127, Item “d”**

**Less-than-Significant Impact.** Please see XVII .b. The proposed project would involve the construction of up to 250 single- and multi-family residential units, which would increase water use on site by 26.56 mgd. Therefore, the proposed project would generate an increased demand for water supplies at the project site.

On January 24, 2005, IRWD’s board approved a Water Supply Assessment (WSA) for the Opportunities Study Program Environmental Impact Report (PEIR), which considered the proposed Baker Ranch project land uses. The proposed Baker Ranch project was then approximately 46 acres, known as "Site 4" in the PEIR, which included a proposed 475 residential units, 150,000 sf of commercial, and 4 acres of park land with a total water demand of 65.82 mgd. Compared to the proposed project, this would amount to 225 more residential units, 150,000 sf more of commercial space, and 3.5 acres more of park land, and a net demand increase over the proposed project in the amount of 39.26 mgd. As stated in the WSA, IRWD concluded that IRWD is able to provide adequate water supplies to the Opportunities Study area, including Site 4. As the proposed project would require significantly less water than the approved WSA allocated for Site 4, sufficient water is available for the proposed project.

In addition ~~As discussed above,~~ IRWD anticipates being able to meet projected water supply demands through 2035 and has taken an integrated approach to developing a diversity of supply sources to achieve a reliable and economical water supply system operation. Additionally, according to IRWD’s March 2014 Conditional Will Serve Letter (Appendix J), IRWD ~~would have adequate~~ would provide domestic water supplies to ~~furnish~~ the proposed project subject to the developer providing for construction of additional water supply and transmission mains as may be identified in a future Sub Area Master Plan Update, and the developer installing the necessary in-tract distribution main. Therefore, because future water supply demands are projected to be adequately to accommodated the proposed project ~~IRWD has issued a conditional will serve letter,~~ implementation of the proposed project would not result in significant environmental effects due to expanded entitlements. Impacts would be less than significant.

## Response to B-7

The comment provides contact information for additional information or questions.

The comment has been noted, and the City appreciates IRWD’s interest in the project and expertise in water supply planning and issues.

# Comment Letter C: San Joaquin Hills Transportation Corridor Agency (October 9, 2014)

Comment Letter C

San Joaquin Hills  
Transportation  
Corridor Agency

Chairman:  
Rush Hill  
Newport Beach



**Transportation Corridor Agencies™**

Foothill/Eastern  
Transportation  
Corridor Agency

Chairwoman:  
Lisa A. Bartlett  
Dana Point

October 9, 2014

Ms. Carrie Tai, AICP  
Senior Planner  
City of Lake Forest Community Development Department  
25550 Commercentre Drive, Suite 100  
Lake Forest, CA 92630

Subject: Parkside at Baker Ranch Mitigated Negative Declaration (MND)

Dear Ms. Tai:

C-1 Thank you for forwarding the MND for the Parkside at Baker Ranch project. The Transportation Corridor Agencies (TCA) has reviewed the above document and submits the following comments.

## NOISE

On page 3-96, the MND notes that "the lots along SR-241 that are 7 feet below (-5 dBA or more) the toll road would be exposed to traffic noise levels reaching 72.2 dBA CNEL in the west." In order to address the noise issue for these lots, Mitigation Measure MM NOI-1 is proposed, which reads as follows:

C-2 "Adjacent to SR-241, a noise barrier will be constructed along the property line adjacent to the roadway. The minimum height of this noise barrier will be 10 feet high adjacent to all residences on pads with elevations within 10 feet of the adjacent roadway; 8 feet high adjacent to all residences on pads with elevations between 10 and 15 feet below the adjacent roadway; and 6 feet high adjacent to all residences on pads with elevations between 15 and 20 feet below the adjacent roadway."

"Adjacent to the roadway" would be inside Caltrans right-of-way and a noise barrier would not be allowed in this area for the project. Please change the language to read "adjacent to Caltrans right-of-way."

C-3 In addition, "within 10 feet of the adjacent roadway" would most likely be within Caltrans right-of-way. Please clarify this mitigation measure with regard to the adjacency triggers.

C-4 Part of TCA's Capital Improvement Plan is to widen SR-241 in this location to its ultimate configuration. These plans were included in the Final Supplemental Environmental Impact Report to EIR No. 423 which was certified on March 8, 1990 (SCH# 89090614). Therefore, the noise barriers proposed would need to address noise impacts from these future improvements. Any noise barriers associated with the project is the responsibility of the developer(s).

Neil Peterson, Chief Executive Officer

125 Pacifica, Suite 100, Irvine, CA 92618-3304 • (949) 754-3400 Fax (949) 754-3467  
TheTollRoads.com

Members: Aliso Viejo • Anaheim • Costa Mesa • County of Orange • Dana Point • Irvine • Laguna Hills • Laguna Niguel • Laguna Woods • Lake Forest  
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Page **2** of **2**

City of Lake Forest Parkside at Baker Ranch MND

C-5

TCA requests that it be kept informed of any future actions, studies or changes associated with this development.

Should you have any questions regarding these comments, please contact me at (949) 754-3475.

Sincerely,



Valarie McFall  
Director of Environmental Services

## Response to Comment Letter C

### Response to C-1

The comment notes that the Transportation Corridor Agencies (TCA) has reviewed the IS/MND.

Thank you for your comments. The comments have been noted for the record and provided to the decision maker.

### Response to C-2

The comment requests a revision to Mitigation Measure MM NOI-1 in order to address traffic noise levels that reach 72.2 dBA CNEL in the west, which would affect residences along SR-241.

Additionally, the comment requests the mitigation measure be revised to clarify that the noise barrier would be adjacent to the Caltrans right-of-way and not within the right-of-way.

In response to these comments, the IS/MND has been revised as follows:

#### Page 3-97, Mitigation Measure MM NOI-1

**MM NOI-1.** Noise barriers with a minimum surface density of 3.5 pounds per square foot (compatible materials include, but are not limited to, ¾-inch plywood, ¼-inch tempered glass, ¼-inch laminated glass, ¼-inch Plexiglas, or masonry) will be constructed at the following locations:

- Adjacent to Portola Parkway all homes on pads with elevations within 20 feet of the adjacent roadway elevation will have noise barriers with a minimum height of 5 feet constructed around the perimeter of the first floor outdoor living areas. Minimum 5-foot-high noise barriers will also be constructed around all balconies (if any) at second floor or above for any multifamily residences adjacent to Portola Parkway.
- Adjacent to Rancho Parkway all homes on pads with elevations within 4 feet of the adjacent roadway elevation will have noise barriers with a minimum height of 5 feet constructed around the perimeter of the first floor outdoor living areas. Minimum 5-foot-high noise barriers will also be constructed around all balconies (if any) at second floor or above for any multifamily residences adjacent to Rancho Parkway. A noise barrier constructed along the project boundary adjacent to Rancho Parkway with a minimum height of 5 feet could replace the above recommended noise barriers for first floor outdoor living areas.
- Adjacent to SR-241, a noise barrier will be constructed along the property line ~~adjacent~~ closest to the roadway. The minimum height of this noise barrier will be 10 feet high adjacent to all residences on pads with elevations within 10 feet of the adjacent roadway elevation; 8 feet high adjacent to all residences on pads with elevations between 10 and 15 feet below the adjacent roadway elevation; and 6 feet high adjacent to all residences on pads with elevations between 15 and 20 feet below the adjacent roadway elevation.

### Response to C-3

The comment requests that Mitigation Measure MM NOI-1 further clarify that “within 10 feet of the adjacent roadway” may be within the Caltrans right-of-way.

This comment has been addressed by the revisions made to Mitigation Measure MM NOI-1 in response to comment C-2. The noise barrier would be constructed along the property line and not within Caltrans's right-of-way.

### **Response to C-4**

The comment references the TCA's Capital Improvement Plan, which intends to widen SR-241 in the vicinity of the project site to its ultimate configuration. It states that the proposed project's noise barriers would need to be developed in consideration of noise impacts from this widening project.

The proposed project's noise study evaluated noise impacts generated from SR-241 on existing, 2015, and 2030 traffic volumes using annual growth factors for future scenarios. This included an expansion of SR-241 to six lanes with a median for future scenarios. Therefore, the design and development of the noise barrier would consider the widening of SR-241. No revisions to the IS/MND are warranted.

### **Response to C-5**

The comment requests that TCA be informed of any future actions, studies, or changes associated with the proposed project, and it offers contact information for further information or questions.

The comment has been noted, and the TCA will be informed of any future actions. The City appreciates TCA's interest in the project and expertise in transportation issues.

## Comment Letter D: Orange County Public Works (October 8, 2014)

Comment Letter D



October 08, 2014

NCL-14-029

Ms. Carrie Tai, AICP  
City of Lake Forest, Development Services Department  
25550 Commercentre Drive, Suite 100  
Lake Forest, California 92630

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for the Parkside at Baker Ranch Residential

Dear Ms. Tai:

The County of Orange has reviewed the Notice of Intent to Adopt a Mitigated Negative Declaration for the Parkside at Baker Ranch Residential Project and offers the following comments:

D-1

**Road/Traffic/Bike Trails:**

1. The Traffic Impact Study should include an analysis for the intersection of Bake Parkway and Portola Parkway.

If you have any questions or need clarification please do not hesitate to contact Wilfried Niemann at (714) 955-0205.

Sincerely,

  
Laree Brommer, Manager, Planning Division  
OC Public Works Service Area/OC Development Services  
300 North Flower Street  
Santa Ana, California 92702-4048  
[Laree.brommer@ocpw.ocgov.com](mailto:Laree.brommer@ocpw.ocgov.com)

cc: Wilfried Niemann, Manager, OC Public Works/Road/Traffic/Bike Trails

300 N. Flower Street, Santa Ana, CA 92703  
P.O. Box 4048, Santa Ana, CA 92702-4048

[www.ocpublicworks.com](http://www.ocpublicworks.com)  
714.667.8800 | [Info@OCPW.ocgov.com](mailto:Info@OCPW.ocgov.com)

## Response to Comment Letter D

### Response to D-1

The comment states that the Traffic Impact Analysis (TIA) should include analysis for the intersection of Bake Parkway and Portola Parkway. The comment also offers contact information for further information or questions.

Thank you for your comment. The City appreciates that Orange County Public Works has taken the time to comment on the IS/MND for the proposed project. Page 3 of the Traffic Impact Analysis (Appendix I) defines the study area, which includes four intersections in the vicinity of the project site:

1. Lake Forest Drive/Rancho Parkway (signalized);
2. Portola Parkway/Rancho Parkway (signalized);
3. Portola Parkway/El Toro Road (signalized); and
4. Sports Park/Rancho Parkway (unsignalized).

The City administers a traffic model, the Lake Forest Traffic Analysis Model (LFTAM), for purposes of evaluating development projects against existing and forecasted traffic conditions. The LFTAM traffic forecasting model is a focused sub-area model derived from the Orange County Transportation Analysis Model (OCTAM) and was specially designed to provide detailed forecasting capability within the City of Lake Forest, including the study area. The OCTAM is maintained by the Orange County Transportation Authority (OCTA), and it has been developed according to the Orange County sub-area traffic modeling guidelines adopted by the OCTA. OCTA has certified the LFTAM traffic model as being consistent with the OCTAM regional model.

The City uses the LFTAM data as part of its protocol to determine whether operational characteristics of intersections throughout the City require detailed analysis due to trips expected to be generated by each project proposed for development. Accordingly, the City used LFTAM data plus trip generation derived from the project site to review the potential of the proposed project to affect the operation of an intersection anywhere in the City in an unacceptable manner. In the case of the project site, two intersections were identified by the City protocol for further analysis due to the addition of project trips (Portola Parkway at Rancho Parkway and Lake Forest at Rancho Parkway). In addition, to be conservative, Portola Parkway at El Toro Road, and Rancho Parkway at the future Sports Park entrance were also subjected to more rigorous analysis at the request of the City.

Consistent with City practice with regard to guidelines for the preparation of traffic impact analyses, as well as the review of such studies, once the number of peak hour trips generated by a proposed project dissipates to fewer than 50 peak hour trips at any intersection, the City considers the scope of the study area to be satisfactory.

Furthermore, the traffic forecast data utilized in this analysis was provided by Stantec Consulting Services Inc. using the LFTAM, which assumes 341,449 square feet of commercial land use consistent with the project site's current General Plan land use designation of Commercial. Traffic forecast data with the currently allocated commercial land use was provided by the City for No-Project conditions, and trips generated by the proposed project were manually added to the forecast traffic volumes to determine With-Project conditions.

During the May 2014 update of the LFTAM, the intersection of Bake Parkway and Portola Parkway was evaluated with the assumption that commercial development, described above, would occur on the site. For the Year 2030 forecast, the LFTAM indicates the following Level of Services (LOS) for the intersection of Bake Parkway and Portola Parkway, assuming a trip generation from 341,449 of commercial development, which is 14,580 trips.

**LFTAM Intersection Performance for Bake Parkway/Portola Parkway**

Peak Hour Period	Level of Service	Vehicle/Capacity Ratio
AM	LOS B	.62
PM	LOS D	.86

The proposed project, consisting of 250 dwelling units, would generate 2,380 trips, a decrease of 12,200 trips. Given the decrease in the number of trips compared to the number of trips generated by commercial development, the proposed project would result in an improvement to the above-listed conditions for the intersection of Bake Parkway and Portola Parkway. Per the City's General Plan as well as local thresholds for implementing CEQA, the performance standard for intersections is at LOS D or a maximum .90 Vehicle/Capacity Ratio. Because the project would not deteriorate the performance of the intersection in any way, the intersection would continue to meet the adopted performance standard. Therefore, the project would not have an adverse impact on the intersection and no mitigation is required. No revisions to the IS/MND are warranted.

## Comment Letter E: Orange County Fire Authority (October 28, 2014)

Comment Letter E

**Jones, Tanya**

---

**From:** Hernandez, Michele [<mailto:MicheleHernandez@ocfa.org>]

**Sent:** Tuesday, October 28, 2014 10:12 AM

**To:** Tai, Carrie

**Cc:** Pivaroff, Lynne; Schade, Rebecca

**Subject:** Parkside at Baker Ranch

Carrie,

I was delayed in obtaining a copy of the IS/MND for Parkside at Baker Ranch. On review I had the following comments:

- E-1 | 1. Pg 3-109 states less than significant impact. There is cumulative impact and as such the following is required -
- a. **CONDITION:** Prior to approval of any subdivision or comprehensive plan approval for the project, the designated site developer shall enter into a Secured Fire Protection Agreement with the Orange County Fire Authority. This Agreement shall specify the developer's pro-rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel.

A Secured Fire Protection Agreement is a contract whereby the project contributes a fair share contribution for the development of new fire service infrastructure to serve the project. This infrastructure includes services, facilities, systems, and equipment. It is based on a per-dwelling unit basis. The fee in other regional projects has been \$600.00 per dwelling unit or equivalent, but is subject to update and negotiation. This fee allows for regional participation in service and potentially alleviates the project from funding a complete new fire facility. Entering into such an agreement would satisfy developer responsibility for additional fire facilities and equipment impact fees.

- E-2 | 2. All traffic signals on public access ways should include the installation of optical preemption devices.

- E-3 | 3. All electrically operated gates within the Project shall install emergency opening devices as approved by the Orange County Fire Authority.

E-4 | The above listed conditions will be included in the map review under SR 188235. In addition, we would like to point out that all standard conditions with regard to development, including water supply, built in fire protection systems, road grades and width, access, building materials, and the like will be applied to this project at the time of plan submittal.

Thank you for your assistance.

Michele Hernandez  
Management Analyst  
Orange County Fire Authority  
714-573-6199

## Response to Comment Letter E

### Response to E-1

The comment states that although threshold XIV a.1 was found to be less than significant, there would be a cumulative impact and the following condition would be required:

Prior to approval of any subdivision or comprehensive plan approval for the project, the designated site developer shall enter into a Secured Fire Protection Agreement with the Orange County Fire Authority. The Agreement shall specify the developer's pro-rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel.

Thank you for your comment. Recognizing the importance to health and safety, this statement will be included as a condition of approval for the proposed project. No revisions to the IS/MND are warranted.

### Response to E-2

The comment states that all traffic signals on public access ways should include the installation of optical preemption devices.

Per the City's Traffic Engineer, optical devices will be included as part of the traffic signal design. No revisions to the IS/MND are warranted.

### Response to E-3

The comment states that all electrically operated gates within the project boundaries shall install emergency opening devices as approved by the Orange County Fire Authority.

All project gates will include the fire department Knox box for emergency access. No revisions to the IS/MND are warranted.

### Response to E-4

The comment states that the conditions mentioned in the comment letter as well as all standard conditions related to development—including water supply, built-in fire protection systems, road grades and width, access, building materials, etc.—will be applied to this project at the time of plan submittal.

The comment has been noted for the record and provided to the decision maker. The City appreciates the Orange County Fire Authority's participation in the public review period.

# Comment Letter F: City of Irvine (September 23, 2014)

Comment Letter F



Community Development

cityofirvine.org

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

(949) 724-6000

**RECEIVED**

SEP 29 2014

**CITY OF LAKE FOREST**  
DEVELOPMENT SERVICES DEPT

September 23, 2014

Carrie Tai, AICP  
Senior Planner  
Development Services Department  
City of Lake Forest  
25550 Commercentre Drive, Suite 100  
Lake Forest, CA 92630

**Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for  
Parkside at Baker Ranch Residential in the City of Lake Forest**

Dear Ms. Tai:

F-1

Thank you for the opportunity to comment on the Notice of Intent to Adopt a Mitigated Negative Declaration for the Parkside at Baker Ranch Residential project in the City of Lake Forest. The City of Irvine has reviewed the Draft Mitigated Negative Declaration and has the following comments:

F-2

1. Page 11 of the traffic study states that for the intersection of Lake Forest Drive/Rancho Parkway, the forecast year 2030 baseline condition assumes a second southbound left-turn lane from Lake Forest Drive to Rancho Parkway. This assumption appears to be inconsistent with the LFTM Program 5-Year Review draft, dated May 29, 2014, which assumed only one southbound left-turn lane. Additionally, Appendix A of the traffic study (LFTAM Traffic Forecast Data) includes ICU worksheets that also assume only one southbound left-turn lane at the intersection of Lake Forest/Rancho, yet Appendix C of the traffic study (LOS Analysis Sheets) identifies the second southbound left-turn in the year 2030 conditions. The City of Irvine would like to ensure consistency in assumptions between the Lake Forest Transportation Mitigation Program (LFTM) and Irvine Transportation Analysis Model (ITAM) traffic models for this location as this intersection is a part of the North Irvine Transportation Mitigation (NITM) study area.

F-3

2. Clarify how the Exhibit 8 trip distribution was determined. With the SR-241 toll road adjacent to the project and so easily accessible from Portola

Ms. Carrie Tai, AICP  
September 23, 2014  
Page 2

- F-3  
Cont. | Parkway, it would seem that more than 15 percent of project traffic would be distributed to/from the project through this interchange. Clarify why the study area does not include the intersection of Portola Parkway with the SR-241.
- F-4 | 3. The analysis of the existing and 2015 conditions is based on traffic counts taken in July 2013 when schools are not in session. The Mitigated Negative Declaration (MND) should address this issue.
- F-5 | 4. Identify average daily trips (ADT) volume along Portola Parkway, as it appears to be missing from all of the exhibits in the traffic study.
- F-6 | If you have any questions, please contact me at 949-724-6387 or by email at [adouglass@cityofirvine.org](mailto:adouglass@cityofirvine.org).

Sincerely,



Andrew Douglass  
Assistant Planner

cc (via email):  
Barry Curtis, Manager of Planning Services  
Bill Jacobs, Principal Planner  
Sun-Sun Murillo, Senior Transportation Analyst

## Response to Comment Letter F

### Response to F-1

The comment states that the City of Irvine has reviewed the IS/MND.

Thank you for your comment. The City of Irvine's comments have been noted for the record and provided to the decision maker.

### Response to F-2

The comment states that the Traffic Impact Analysis (TIA) appears to be inconsistent with the Lake Forest Transportation Mitigation Program (LFTM) on the number of southbound left-turn lanes there will be in 2030 at the intersection of Lake Forest Drive/Rancho Parkway.

As correctly noted by the comment, the Lake Forest Drive/Rancho Parkway intersection should consist of a single southbound left-turn lane, not a dual left-turn lane, as analyzed in the TIA for the year 2030 conditions. The TIA has been revised, and the revise pages are included as Attachment A to this final IS/MND. Since the southbound left turn was not a critical movement, the correction does not affect the overall analysis and conclusions within the TIA. No further revisions to the IS/MND are needed.

### Response to F-3

The comment questions why the study area does not include the intersection of Portola Parkway and SR-241, when it seems that more than 15 percent of project traffic would be distributed to/from this interchange.

The forecast project trip distribution was derived by manual trip distribution/assignment of forecast project trips based on review of surrounding land uses, the roadway network, and discussions with the City of Lake Forest Traffic Engineer, who has local knowledge of the traffic patterns in the area. The Portola Parkway/SR-241 intersection was not included in the analysis because the project is forecast to add minimal trips along Portola Parkway north of Rancho Parkway (21 two-way a.m. peak hour trips and 22 two-way p.m. peak hour trips). Due to the channelized right-turn lanes at the interchange, even fewer trips would actually travel through the traffic signal at the Portola Parkway/SR-241 intersection. No revisions to the IS/MND are warranted.

### Response to F-4

The comment states the IS/MND should address why the traffic counts were taken in July 2013 when schools were not in session.

It should be noted that the traffic counts for the Lake Forest Drive/Rancho Parkway study intersection were collected in May 2013 when school was in session. For the remaining study intersections, only the analysis of existing (and existing plus project) conditions is based on traffic counts collected in July 2013, whereas the traffic volumes for forecast year 2015 conditions were based on the Lake Forest Traffic Analysis Model (LFTAM) volumes provided by the City of Lake Forest.

Based on the location of schools near the study area, traffic volumes at the Portola Parkway/El Toro Road study intersection might increase due to traffic associated with schools when they are in

session; however, the effect is potentially offset by an increase in traffic volumes along El Toro Road associated with seasonal activities in the Santiago Canyon recreational areas when schools are not in session. Furthermore, since the study intersections are currently operating at Level of Service B or better, the potential change in existing traffic volumes associated with school traffic would not change the TIA's findings of no significant traffic impacts because the potential increase due to school being in session is not expected to cause the levels of service at the study intersections to degrade to an unacceptable level. No revisions to the IS/MND are warranted.

### **Response to F-5**

The comment recommends identifying average daily trips (ADT) volume along Portola Parkway because it appears to be missing from all the exhibits in the TIA.

ADT volume was provided for Rancho Parkway to support the preparation of air quality and noise analysis studies; it was not required for purposes of the TIA itself. The Portola Parkway roadway segments within the study area will operate within capacity because sufficient capacity is forecast to be provided at the study intersections (LOS E or better), which are more constrained than the roadway segments. No revisions to the IS/MND are warranted.

### **Response to F-6**

The comment provides contact information for further information or questions.

The comment has been noted. The City appreciates the City of Irvine's interest in the project and expertise in municipal planning.

# Comment Letter G: City of Rancho Santa Margarita (September 22, 2014)

Comment Letter G



## CITY OF RANCHO SANTA MARGARITA

RECEIVED

SEP 24 2014

CITY OF LAKE FOREST  
DEVELOPMENT SERVICES DEPT

**Mayor**  
Carol A. Gamble

**Mayor Pro Tempore**  
Bradley J. McGirr

**Council Members**  
Steven Baric  
Anthony Beall  
Jesse Petrilla

**City Manager**  
Jennifer M. Cervantez

September 22, 2014

Carrie Tai  
Senior Planner  
25550 Commercecentre Drive, Suite 100  
Lake Forest, CA 92630

**SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE  
DECLARATION FOR THE PARKSIDE AT BAKER RANCH  
RESIDENTIAL DEVELOPMENT**

Dear Ms. Tai:

The City of Rancho Santa Margarita appreciates the opportunity to comment on the proposed project. At this time, the City of Rancho Santa Margarita does not have any comments.

Please keep the City informed about the status of the project by forwarding any future studies, public notices, meeting notices, and environmental review documents to the City as part of the public review process. If you have any questions, please contact me at (949) 635-1800.

Sincerely,

Nate Farnsworth  
Principal Planner

G-1

City of Rancho Santa Margarita, 25550 Commercecentre Drive, Suite 100, Lake Forest, CA 92630. Phone 949.635.1800 • Fax 949.635.1840 • www.cityofrsm.org

22112 El Paseo • Rancho Santa Margarita • California 92688-2824  
Phone 949.635.1800 • Fax 949.635.1840 • www.cityofrsm.org

## Response to Comment Letter G

### Response to G-1

The comment states the City of Rancho Santa Margarita does not have any comments on the IS/MND and requests that the City of Lake Forest continue to provide information about the proposed project's status.

Thank you for your interest in the proposed project. The City of Lake Forest will continue to inform the City of Rancho Santa Margarita regarding any future actions.



Attachment A

## **Revised Pages from the Traffic Impact Analysis**

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## FORECAST YEAR 2030 WITHOUT PROJECT CONDITIONS

To determine potential traffic impacts of the proposed project at forecast year 2030 conditions, forecast year 2030 without project conditions are examined prior to forecast year 2030 with project conditions. It is assumed that the City traffic model forecast data for the project site includes trips generated by the currently allocated commercial land use.

Forecast year 2030 without project conditions assumes the following improvements within the study area are installed as identified in the Lake Forest Traffic Analysis Model:

- **Lake Forest Drive/Rancho Parkway** – Restripe the westbound approach to consist of two left-turn lanes, two through lanes, and one de facto right turn lane; add a second eastbound through lane ~~and add a second southbound left-turn lane.~~
- **Portola Parkway/El Toro Road** – Add a second eastbound (El Toro Road) left-turn lane; and add a second westbound (El Toro Road) right-turn lane.

Exhibits 18 and 19 show forecast year 2030 without project conditions ADT and a.m. and p.m. peak hour volumes at the study intersections as provided by the City of Lake Forest.

### Forecast Year 2030 Without Project Conditions Intersection Peak Hour Level of Service

Table 8 summarizes forecast year 2030 without project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix A.

**Table 8**  
**Forecast Year 2030 Without Project Conditions**  
**AM & PM Peak Hour Intersection LOS**

Study Intersection	V/C – LOS	
	AM Peak Hour	PM Peak Hour
1. Lake Forest Dr / Rancho Pkwy	0.66 – B	0.83 – D
2. Portola Pkwy / Rancho Pkwy	0.62 – B	0.62 – B
3. Portola Pkwy / El Toro Rd	0.70 – B	0.86 – D
4. Sports Park / Rancho Pkwy	0.65 – B	0.86 – D

**Notes:** V/C = volume to capacity ratio.

As shown in Table 8, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to City of Lake Forest performance criteria for forecast year 2030 without project conditions.

Baker Ranch 30 Acre Residential Project  
Forecast Year 2030 Without Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Lake Forest Dr / Rancho Pkwy

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

-----|-----|-----|-----|

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	2 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol:	195	745	408	206	825	230	42	297	90	568	758	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	745	408	206	825	230	42	297	90	568	758	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	745	408	206	825	230	42	297	90	568	758	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	745	408	206	825	230	42	297	90	568	758	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75
FinalVolume:	195	745	306	206	825	173	42	297	68	568	758	56

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	3400	3400	1700

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.11	0.22	0.18	0.12	0.24	0.10	0.02	0.09	0.04	0.17	0.22	0.03
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Baker Ranch 30 Acre Residential Project  
Forecast Year 2030 Without Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Portola Pkwy / Rancho Pkwy

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

-----|-----|-----|-----|

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Ovl	Ignore	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 3 0 1	1 1 0 0 1	1 1 0 1 1

-----|-----|-----|-----|

Volume Module:

Base Vol:	1246	1322	12	223	747	344	78	58	493	21	38	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1246	1322	12	223	747	344	78	58	493	21	38	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1246	1322	12	223	747	344	78	58	0	21	38	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1246	1322	12	223	747	344	78	58	0	21	38	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75
FinalVolume:	1246	1322	9	223	747	258	78	58	0	21	38	55
OvlAdjVol:			190									0

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.15	0.85	1.00	1.00	1.07	1.93
Final Sat.:	3400	5100	1700	3400	5100	1700	1950	1450	1700	1700	1814	3286

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Capacity Analysis Module:

Vol/Sat:	0.37	0.26	0.01	0.07	0.15	0.15	0.04	0.04	0.00	0.01	0.02	0.02
OvlAdjV/S:						0.11						0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Baker Ranch 30 Acre Residential Project  
Forecast Year 2030 Without Project Conditions  
PM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #1 Lake Forest Dr / Rancho Pkwy  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832  
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	310	1210	630	150	920	110	140	700	190	420	550	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1210	630	150	920	110	140	700	190	420	550	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1210	630	150	920	110	140	700	190	420	550	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1210	630	150	920	110	140	700	190	420	550	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75
FinalVolume:	310	1210	473	150	920	83	140	700	143	420	550	173

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.18	0.36	0.28	0.09	0.27	0.05	0.08	0.21	0.08	0.12	0.16	0.10
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Baker Ranch 30 Acre Residential Project  
Forecast Year 2030 Without Project Conditions  
PM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #2 Portola Pkwy / Rancho Pkwy  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621  
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	1	0	0	1	1

Volume Module:

Base Vol:	730	1610	4	37	1508	102	163	23	1298	13	7	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	730	1610	4	37	1508	102	163	23	1298	13	7	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	730	1610	4	37	1508	102	163	23	0	13	7	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	730	1610	4	37	1508	102	163	23	0	13	7	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75
FinalVolume:	730	1610	3	37	1508	77	163	23	0	13	7	17
OvlAdjVol:						0						0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.75	0.25	1.00	1.40	0.75	1.85
Final Sat.:	3400	5100	1700	3400	5100	1700	2980	420	1700	2376	1279	3145

Capacity Analysis Module:

Vol/Sat:	0.21	0.32	0.00	0.01	0.30	0.05	0.05	0.05	0.00	0.01	0.01	0.01
OvlAdjV/S:						0.00						0.00
Crit Moves:	****			****			****			****		

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Baker Ranch 30 Acre Residential Project  
Forecast Year 2030 With Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #1 Lake Forest Dr / Rancho Pkwy  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.661  
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 195 745 408 206 825 230 42 297 90 568 758 74  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 195 745 408 206 825 230 42 297 90 568 758 74  
Added Vol: 0 0 -47 -31 0 0 0 -8 0 5 1 3  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 195 745 361 175 825 230 42 289 90 573 759 77  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 195 745 361 175 825 230 42 289 90 573 759 77  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 195 745 361 175 825 230 42 289 90 573 759 77  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.75 1.00 1.00 0.75 1.00 1.00 0.75 1.00 1.00 0.75  
FinalVolume: 195 745 271 175 825 173 42 289 68 573 759 58  
-----  
Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 1700 3400 1700 1700 3400 1700 1700 3400 1700 3400 3400 1700  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.11 0.22 0.16 0.10 0.24 0.10 0.02 0.09 0.04 0.17 0.22 0.03  
Crit Moves: \*\*\*\*  
\*\*\*\*\*

Baker Ranch 30 Acre Residential Project  
Forecast Year 2030 With Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #2 Portola Pkwy / Rancho Pkwy  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.611  
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Split Phase Split Phase  
Rights: Include Ovl Ignore Ovl  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
Lanes: 2 0 3 0 1 2 0 3 0 1 1 1 0 0 1 1  
-----  
Volume Module:  
Base Vol: 1246 1322 12 223 747 344 78 58 493 21 38 73  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 1246 1322 12 223 747 344 78 58 493 21 38 73  
Added Vol: -47 0 0 0 0 -24 3 0 5 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1199 1322 12 223 747 320 81 58 498 21 38 73  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Volume: 1199 1322 12 223 747 320 81 58 0 21 38 73  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 1199 1322 12 223 747 320 81 58 0 21 38 73  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.75 1.00 1.00 0.75 1.00 1.00 0.00 1.00 1.00 0.75  
FinalVolume: 1199 1322 9 223 747 240 81 58 0 21 38 55  
OvlAdjVol: 170  
-----  
Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.17 0.83 1.00 1.00 1.07 1.93  
Final Sat.: 3400 5100 1700 3400 5100 1700 1981 1419 1700 1700 1814 3286  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.35 0.26 0.01 0.07 0.15 0.14 0.04 0.04 0.00 0.01 0.02 0.02  
OvlAdjV/S: 0.10  
Crit Moves: \*\*\*\*  
\*\*\*\*\*

Baker Ranch 30 Acre Residential Project  
Forecast Year 2030 With Project Conditions  
PM Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 Lake Forest Dr / Rancho Pkwy  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776  
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:  
Base Vol: 310 1210 630 150 920 110 140 700 190 420 550 230  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 310 1210 630 150 920 110 140 700 190 420 550 230  
Added Vol: 0 0 -135 -90 0 0 0 -23 0 -170 -28 -113  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 310 1210 495 60 920 110 140 677 190 250 522 117  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 310 1210 495 60 920 110 140 677 190 250 522 117  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 310 1210 495 60 920 110 140 677 190 250 522 117  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.75 1.00 1.00 0.75 1.00 1.00 0.75 1.00 1.00 0.75  
FinalVolume: 310 1210 371 60 920 83 140 677 143 250 522 88  
\*\*\*\*\*

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 1700 3400 1700 1700 3400 1700 1700 3400 1700 3400 3400 1700  
\*\*\*\*\*

Capacity Analysis Module:  
Vol/Sat: 0.18 0.36 0.22 0.04 0.27 0.05 0.08 0.20 0.08 0.07 0.15 0.05  
Crit Moves: \*\*\*\*  
\*\*\*\*\*

Baker Ranch 30 Acre Residential Project  
Forecast Year 2030 With Project Conditions  
PM Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 Portola Pkwy / Rancho Pkwy  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556  
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	1	0	0	1	1

Volume Module:  
Base Vol: 730 1610 4 37 1508 102 163 23 1298 13 7 23  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 730 1610 4 37 1508 102 163 23 1298 13 7 23  
Added Vol: -135 0 0 0 0 -68 -85 0 -170 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 595 1610 4 37 1508 34 78 23 1128 13 7 23  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 595 1610 4 37 1508 34 78 23 0 13 7 23  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 595 1610 4 37 1508 34 78 23 0 13 7 23  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.75 1.00 1.00 0.75 1.00 1.00 0.00 1.00 1.00 0.75  
FinalVolume: 595 1610 3 37 1508 26 78 23 0 13 7 17  
OvlAdjVol: 0  
\*\*\*\*\*

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.54 0.46 1.00 1.40 0.75 1.85  
Final Sat.: 3400 5100 1700 3400 5100 1700 2626 774 1700 2376 1279 3145  
\*\*\*\*\*

Capacity Analysis Module:  
Vol/Sat: 0.17 0.32 0.00 0.01 0.30 0.02 0.03 0.03 0.00 0.01 0.01 0.01  
OvlAdjV/S: 0.00  
Crit Moves: \*\*\*\*  
\*\*\*\*\*

